

OUR NEW NAVY YARD.

THE GREAT AMERICAN DEPOT FOR IRON-CLADS.

Noble Gift of Philadelphia to the Government.

ITS ACCEPTANCE BY CONGRESS.

Speeches of Hon. W. D. Kelley and Hon. Leonard Myers.

Etc., Etc., Etc., & Co., Etc., Etc., Etc.

As our readers are aware, the bill to accept League Island for naval purposes passed the House of Representatives on Thursday last. We present below the telling and appropriate speeches of our representatives from the Third and Fourth Districts. The arguments put forth by our Congressmen, Messrs. KELLEY and MYERS had great weight, and no doubt secured this honor to our city. We will publish to-morrow the speeches of Messrs. Thayer and O'Neill.

Mr. Speaker:—I congratulate you and the House upon the fact that the dispositive draws to a close—a discussion which, fond as I am of the excitement of public debate, has not been a pleasant one to me; and that, sir, because an impression seems to have been created that the question was purely local one, and that the city of Philadelphia had special interest in its settlement; and again, sir, because the debate, in some part, has taken such a character as could not command my admiration or that of any man who believed that adherence to truth graced discussion.

Sir, as I said when introducing the bill yesterday, the city of Philadelphia did not make the tender of League Island to the Government of its own motion. In offering it, the city responded to the call of the Government, which, having sent a commission forth to report the best site for its purposes, had been advised that this was it, and advised by its commission to purchase it, and to offer it as a gift. The Government asked that its great needs might be supplied, and Philadelphia tendered as a gift that which it sought to purchase. That is the relation of Philadelphia to this question. In no other aspect is it a local question.

In its simple form, Mr. Speaker, the question is, will you accept as a gift that for the want of which the country is suffering? And before deciding that, I must question, before you permit the Government to accept in favor of which it has been begging for more than four years, before you will permit it to become the owner of the wet basin in which scores of its vessels now lie, it is proposed that you should send out a roving commission to inquire whether you can now or hereafter advantageously establish naval stations at other points, and if so at what points; and on the receipt of the report of that commission at the next session, or during the next Congress, to go through the same controversy which we are now going through, and which the Thirty-eighth Congress went through two years ago. Now, I ask the gentlemen when they come to vote directly upon the question at issue, which is whether the Government, while retaining or selling its present navy yard at Philadelphia, may accept nine hundred acres of land, and of land covered with water, known as League Island and the back channel.

Sir, the story of Baron Munchausen is not without value. With proper accompanying suggestions it may serve as a warning to the fathers of children. But I have never been able to regard it as an admirable model for Congressional statement and discussion, and I feel that the gentleman from Connecticut (Mr. Bradley) made a mistake when he yesterday attacked his address of yesterday upon the exaggerations of that satirical story. He told the House that we offered the Government three hundred acres of mud. Sir, the Coast Survey speaks regarding the mud extending to the survey) is its report from the coast survey of the nature and extent of the gift offered the United States by the city of Philadelphia. There is a body of five hundred acres of solid land, which is now covered with water, and forest trees, many of which still stand, and a channel three hundred feet wide extending from end to end of that five hundred acre island, and the gift proposed by Philadelphia embraces both the island and channel from low water mark in front of the island to the west bank of the channel, including a sentry walk on the main land. And he who will calculate the mud, and the gentleman from Connecticut, in the spirit of Munchausen, spoke of it as being more than one hundred miles from the sea. Sir, it is but seventy miles from the sea. He speaks of it as being four days from the sea from Philadelphia. Sir, it cannot be reached in the time of the average passage for naval steamers and for the larger of the ordinary steam craft of the river from Philadelphia to the office of the Cape.

Sir, the records kept at the Philadelphia Hospital and at the Merchants' Exchange show that for forty years there has not been one single day when the navigation of the Delaware by steam has been closed by ice, and it is known to the commercial world that vessels take their supplies of water, with which they sail the world around, from the Delaware at Philadelphia. And sir, that river supplies a large district of Philadelphia with drinking water through the public works of the city. And yet gentlemen are gravely told that the water there is brackish, and arguments are sent upon an assertion that even a Philadelphia lunatic would sneer.

But more than this, as if to stamp the insanity that ruled the gentleman's hour, the House was substantially told that the whole United States was in league against Connecticut, and especially against the west-side village of New London; and that when the gentleman arrived here to tell his seat in this Congress he found that the State of Pennsylvania and the Navy Department had been organizing a movement to exclude him from the Naval Committee of this House; but that he overcame that State and the Department, and achieved a commanding position on the Naval Committee; and with a view of generosity and candor for which I hope, Mr. Speaker, you will apologize to me, created the impression, so far as his words could do so, that you had acted the part of an enemy, and that you had appointed two members from Pennsylvania to the Committee on Naval Affairs. Sir, the gentleman well informed and well acquainted with the facts as he is, must have known that you did not allow precedent in this particular. When you became Speaker you found that there had been a member of the Naval Committee from Philadelphia, and one from the valley of the Ohio, in Western Pennsylvania. Hon. John V. Verree had been the member from Philadelphia, and the gentleman from Pittsburg, who now so ably represents that district (Mr. Moorhead), was the other member from New England. There were two members from New England—the gen-

tleman from Maine (Mr. Pike), and the gentleman from Massachusetts (Mr. Rice), the accomplished chairman of the committee. There were twenty-seven members of this House from New England and twenty-four from Pennsylvania. The delegation from New England and the delegation from Pennsylvania, nearly equal numerically, each had two members on that committee. Mr. Speaker, the gentleman who, thus reflected upon you, and who would impress the country with the conviction that he is the victim of a conspiracy, was aided by you to New London's two members, who you gave Pennsylvania only what your predecessor had done—one member from Philadelphia and one from the valley of the Ohio. The gentleman, in the midst of his railing upon the wrongs done to New England, forgot that of members of the Naval Committee, as constituted by you, New England has one for every nine members, while Pennsylvania has one for every twelve. But the gentleman seemed to be deaf to the fact that the world, he seemed to have forgotten that parliamentary proprieties were, or were likely to be, regarded by anybody when he thus assailed you, Mr. Speaker, for not having more promptly seen his distinguished status for the Naval Committee, and visited New London to invite him to accept a place upon it.

Will it, as he asserts, take sixty or ninety feet of piling to raise the level of the water for the creation of buildings? Commodore Turner, who has had charge of the island, and who assisted in building the fortifications at Fort Mifflin, on the south bank of the Schuylkill, half a mile from the city, has reported that the water would be raised to a depth of thirty feet; that they would strike heavy boulders at the depth of iron twenty-five to thirty feet. The gentleman has also been assailed by the officers of the survey, by all the salient to superintend the boring of the island and report the results, with the scientific detail of fact, and with the results confirmed by the statements of the proprietors of the heaviest machinery used in the boring of the island. Yet in view of these facts run into his ears by honorable gentlemen, he tells this House that League Island is a mass of mud upon which nobody would think of building a barn.

Now, sir, let us look at what is proposed by the bill before us. I regret exceedingly that the gentleman from Wisconsin (Mr. Bradley) should have introduced a bill for the purpose of maintaining the present petty yard at Philadelphia one day after the material there accumulated can be transferred to League Island. But on this point let the Secretary of the Navy, the author of this project, speak for himself. In his communication of May 9, 1864, addressed to this House through the Speaker, he said:— "Having in view economy, as well as the public necessities, I have at no time recommended that the number of navy yards should be increased on the Atlantic coast, but it is my deliberate opinion that no time should be wasted in establishing at a proper place a new yard where iron ships can be made and repaired."

Again, in his annual report of December 5, 1864, he said:— "It has never been the purpose of the Department, in any of its suggestions or recommendations, to increase the number of our navy yards, nor to alter their local distribution. The yard which we now have at Philadelphia is altogether inadequate to our needs, and the number of yards proposed, therefore, to substitute a new one on the Delaware, in the vicinity of Philadelphia, League Island, within the limits of that city, if adopted as a site, must necessarily supersede the present yard, which would then be discontinued."

He also describes what we want, which after all is a description of League Island, and all the advantages which it embodies. "A navy yard, if we have one for naval iron work, should be established on fresh water, for this is essential to the preservation of iron vessels, which cannot be laid up in salt water during winter. It is also important, for these essential articles should be always available on the inland waters of the United States, and for the purpose of transportation. The vicinity of a large city, where skilled artisans can be obtained without difficulty, and the security of markets and resources are abundant, should be considered. A foundation of gravel would, for the purposes of machinery, be preferable to stone. An extensive floating dock should be secured. For such a depot and establishment, where costly machinery and material would accumulate during years of peace, the advantages of League Island are proposed, therefore, to substitute a new one on the Delaware, in the vicinity of Philadelphia, League Island, within the limits of that city, if adopted as a site, must necessarily supersede the present yard, which would then be discontinued."

But, sir, gentlemen say that the Secretary of the Navy is not a scientific man. Well, then, let us turn from him to one of the most thoroughly scientific engineers of the country. We sent the Chief Engineer of the Navy Department, Mr. King, aboard the vessel, to examine the naval stations of other nations. We also sent him along our whole coast to ascertain the capabilities of our own land. What does he say on the question? I ask gentlemen who insist on scientific information to listen to Mr. King, when, instructed by his extended travel and observation, he says:— "For the location of such a yard we have advantages in our great rivers not possessed by any European nation, and in our secure position, far from the sea, in fresh water, and within a reach of iron and coal, an iron yard may be erected. These advantages are weighty, and cannot be overestimated. The disadvantages are, that the site and all of our tides being comparatively so small, we do not require basin accommodations, the expensive European dock constructions will be needed in this regard being a position affording ample wharfage room."

"Location does not belong properly to the subject-matter of this report, but cannot be considered the scientific part of the best and most important consideration. Government officials in England and France were free in expressing their opinions to me, that the location of a yard capable of propelling destructive projectiles several miles, and the construction of armored ships, an island location for a great dock-yard becomes almost imperative."

"The advantages of fresh water for iron vessels to lie in when repairing and fitting out, is another point to be considered. It is to be remembered that the adhesion of barnacles, oysters, and mussels to the bottom of iron vessels, while lying in sea water, rapidly increases; and in fresh water the iron is entirely free from them."

positions are still available as an enemy for that purpose, but there is no anchorage at the mouth of the Delaware, or nearer than the two places just mentioned, where an enemy's fleet of iron-clad can anchor securely. It is a great advantage for the iron-clad to be able to anchor behind the Delaware breakwater. Consequently this river possesses an economical advantage for a navy yard on a geographical position, which from large expenditures for fortifications comparatively unimportant."

MR. SPEAKER:—My colleagues (Messrs. Kelley and O'Neill) have so ably discussed the subject now under consideration; have so strongly presented the numerous advantages of League Island for the purposes of a national constructive ship and arsenal; and the resources of the iron vessels; the vast resources of the State of Pennsylvania, emptying as it were into its own lap, at Philadelphia, as rivers run to the sea; that I shall not long occupy the time of the House in repeating the arguments in favor of this proposition. I shall be more than fortunate if after this full discussion I may obtain the attention of the House for a short time; and still more fortunate if I can proceed to run through some of the reasons which are floating through my mind at present, and which convince me.

I now call the attention of the members of this House to the character of the bill, and what it proposes to do. It is a bill to accept League Island of the Navy to accept League Island in the Delaware river for naval purposes. An attempt is made upon this floor to show that it creates a roving commission, a loop upon the House, to do some other business, and thus drawing away your attention from the very question at issue, to effect by indirection what cannot be done directly. It is true that the acceptance of League Island is not to be perfected until the House shall have expressed its assent by a vote. That was added by the committee, I suppose, for the purpose of satisfying the delicate and sensitive minds of certain gentlemen who, year after year, have been making a point of opposing the League Island moment alleging that there was not sufficient depth of water, at another that there was too much ice there in certain seasons of the year, and who have started objections as to the character of the soil, and the unfitness of the site for all these objections it well founded, then, and then only, may the Secretary refuse to accept it. I should prefer to have no proviso in the bill, but my faith in the advantages of League Island is so strong, and my confidence in the wisdom and apprehension, even, that the examination will cause any delay.

I learned yesterday, for the first time, that the water of League Island is brackish. Sir, in my opinion, the water of League Island is not brackish, and I have no objection to its being planned and placed upon the waters of the Delaware, at a site of the workmanship and enterprise and success of Philadelphia mechanics, worthy representatives of those who thirty years ago were engaged in the building of the city, with, even then, one hundred thousand citizens of Philadelphia and one hundred thousand from the surrounding country as spectators—I say that in my district we have the Kensington Works, where the iron-clad guns are made, and obtain their daily supply of drinking water, and they never before heard that the waters of this stream shortly above League Island are brackish. Now, gentlemen, when you used to swim near the mouth of the Delaware, and when you were drinking in many a mouthful of water, I never tasted or dreamed that it was brackish.

Still further, fifty thousand ships come to our wharves and go out again every day in wooden ships, the most of them. They lie where the ice is more likely to be, where the water freezes and the ice gathers more rapidly than at any place below; yet they sail up and out every year, and we never hear that they were locked up three months at League Island, so that in case of a war the vessels of our navy, if stationed there, would be prevented for that length of time from getting at the enemy that would be ravaging our coast. So much for fact No. 2.

Let me now call the attention of gentlemen to another statement which has been made, and which might, if uncorrected, mislead members who are strangers to the facts of the case. They have heard the gentleman's reference to the mud and ooze, as he calls it, at that island. The gentleman from Massachusetts (Mr. O'Neill) says that he has seen much of fancy there in his travels, and that he has visited the locality. In 1860 this island was marked out on the maps, last land; and for years and years there have been two hundred and thirty acres of mud and ooze, which there need be no dispute. Granting to the gentleman that, in reference to the balance of it, or in building the wharves, it might be necessary here and there to drive piles, as it has been done in the building of every navy yard in the United States—and the necessity of doing so, make a better foundation than rock—granting this, however, beyond all dispute we have two hundred and thirty acres of solid ground, which the gentleman pretends to tell this House is all mud and ooze, with all the sarcasm imparted to a pungent wit and a fertile imagination I have disposed of fact No. 3.

Mr. Speaker, I have often gone by steamer to Cape May six or seven times, yet I learned only for the first time yesterday that there are four days to go from League Island to the ocean. I pass from the Connecticut facts. But even these pale their ineffectual fire before the generosity of the gentleman's benevolence and his holy horror of the necessity of discussing the merits of any site in connection with the present bill. Neither the report of the committee, who, with others of this House, speak from observation, nor the opinions of the learned and experienced gentlemen on dock-yard, nor the statement of the Assistant Secretary of the Navy, nor the constant urgency of the Secretary himself, that we should adopt League Island as the site for a great national navy yard, nor the high character of the London navy yard; while abroad the private dock-yard of the builder of the pirate *Alabama* is more than ten times as large, and in England and France the chief Government navy yards cover, each of them, hundreds of acres of land and water. We found the second city of our country with not a stone dock and a very limited wharfage room, or accommodations for building and repairing wooden vessels even. The question with them was, and it is the question with us, what is the best site for our navy yard, and what we are giving it, shall we not build a national establishment worthy of the nation? not an additional yard, but a transfer from one place to another with superior advantages and greater resources, erect one which will aid us to defend ourselves, if necessary, against the navies of the world?

If you will turn to "Lippincott's Gazetteer" you will find the following description of New London:— "It is built on a declivity facing the south and east. The site being considerably enclaved with granite rocks, it was not laid out with a regular plan, and the streets are very irregular. It is situated on the water front, and the original inequalities of the surface. "The original inequalities of the surface" of New London, with its rocky sides rising from twenty, sometimes as high as one hundred feet, did not impress anybody very favorably after they came to look at it for the purpose of a navy yard such as we now desire, and the gentleman acted sensibly in abandoning his pet for a time, and endeavoring, amid the many, to let its defects pass out of the view of an apparently unfavorable Congress.

I have stated how it was that the site of Philadelphia was sought for this purpose. I have stated our national necessities in this matter; our local wants, which mean our national want; that scarcely an officer of the Navy ever recommended New London, and none that there were no more objections. Of course there are other places so gratuitously added to the bill. The very commission to which the gentleman referred, said unanimously that for the purpose of an iron-clad Navy Yard, League Island was better than London, and one of our officers of that commission has since said that he was mistaken even in recommending New London as far as he went. Why was that mistake made? Sir, it was very natural one. At that time the battle between the *Monitor* and the *Merrimack* had scarcely been fought, certainly not finally appreciated. These old officers of the navy scarcely knew what it was to test iron-clad vessels, and they fully learned the long reach of our improved cannon. At that time Farragut had not passed the forts near New Orleans and in Mobile bay; Fort Fisher had not been taken by Porter; we had not the light of the sea, and we had not the advantages of League Island, and the disadvantages of the other proposed sites, have become more apparent.

What, then, are the characteristics which should be sought for in others where there is additional navy yard room shall be obtained by the Government? At the risk of repeating what has been better said by others, I cannot help referring to the two great advantages which League Island possesses, which none of the other places afford. These are, fresh water and distance from the sea.

There has been a little book sent to each of us, a very modest little pamphlet, advocating New London, which was written by the member of the last Congress I have alluded to. It says that New London is as well situated as Cherbourg, in France, for a national navy yard. Well, this is a most unfortunate illustration. Because, while the sea is open to us, and even six years to build its works and fortifications, at a cost of forty millions for the works and twenty millions for the defenses, even with the aid of convict labor—one basin, the "Arrière de flot," built by the sea it has taken twenty years to build it, and it is not yet finished. It is admitted that with the modern long range guns vessels might steam to within three miles, lay outside the breaker, and perhaps run if not reduce it, although tier on tier of cannon fire from the water bristling with cannon.

Portsmouth is on the Channel almost opposite, and the English have spent \$50,000,000 to extend and fortify it; serious arguments being urged during the war, for it was not to be abandoned on account of its proximity to the ocean—five or six miles—and not as near then as New London. When it was found that missiles could be thrown for miles, the British went twelve miles from the sea, and built the *Chatham* at an enormous expense; the three main advantages alleged in its favor being that it was not on the coast, but the defenses of Sheerness had first to be passed (as it is with us at Fort Delaware and the Chesapeake) before it could be reached from the lands on either side, and chiefly that it was an island (St. Mary's) affording facilities for wharfage not on the main land.

I need scarcely go further. Great taken by the British as Nelson took Malta; Orient, on the Bay of Biscay, with its five hundred guns, trailed ready for an enemy; Toulon, whose approaches are stronger than Cherbourg, yet with twice five hundred guns and immense fortifications to defend, tell us we must build a navy yard where it can be reached with little cost, or be safe without other defenses than its ships, which may run out from its docks. So much for defensibility.

I admit here that whenever it can be shown that we should build a navy yard, such as is proposed, within a few miles of the open sea, and the reach of modern ordnance; whenever it can be shown that salt water is better than fresh water for iron vessels; or that the granite rocks of New London can be cut down with little expense, and support now for a foundation that hard ground, I will vote for New London. We do not want this site at Philadelphia selected unless it is for the national benefit.

Philadelphia, I believe, has among her population a larger number of skilled soldiers who are skilled mechanics than all the inhabitants, male and female, men, women, and children, of New London. We have offered this island, a gift, costing over \$300,000, to the Government, when it required no more than a few acres of land, and it ought not to be refused. The London *Times* continually contains advertisements, sometimes offering as much as \$10,000, for the discovery of some effective means for keeping iron vessels from rusting, upon the bottoms of wooden vessels, upon the condition that no patent shall be granted for the process, but shall be open for the use of the Government and the public.

Mr. James Beazley, the chairman of the Shipyard Association of Liverpool, writes: "There is only the fouling against the iron ships, which none of the patents yet get over; for when they do claim to have done so, it was the action of the tides in fresh water that had cleaned their bottoms," as the Reverend Father, for Calcutta, trade iron ships never rust, and for that trade half-a-dozen iron ships to one wooden one are used. One more reference. John Grantham, of London, says:— "It is the difficulty with the *Warrior*; it is the lacubria that is on the minds of us all; that ship going to foreign climes, unless they can straight from one point to another and into fresh water rivers, and then they are safe. Fresh water, then, for a station is second only to defensibility, and Philadelphia was sought by the Government because of her fresh water stream, for in times of peace our iron-clad navy, as well as our wooden navy, can lay there and rest without any expense, and without the loss to which these ships would be subject at New London or any eligible place thus far presented. There is an ingenious suggestion in the modest New London pamphlet, that, by the high character of the London navy yard, or of water when not required for immediate service." Expensive as this would be, the notion is not an original one, as Admiral Spencer, in England, stated in April, 1864, in his evidence before the select committee on dock-yards. He states that as the bottoms of iron ships not only corrode if not covered with a composition, but get covered with barnacles and weeds even then, it would be a great advantage to place on pontoons all the iron ships not wanted for immediate service; "for," said he, "as long as ships' bottoms are of iron, and unprotected from fouling as they now are, iron ships can never be said to be ready for service."

Ileman did not demur to the addition of four acres to that yard.

Mud! Why, sir, we heard of mud along the Delaware river before our city was extended; but when wharves were built it was found that there were no mud accretions. Of course there may be mud in the river sometimes, and it is all the better for the vessels that float there. Draught of water! Why, sir, vessels like the *Catfish*, that could not get into New York in a storm, have come round and crossed the bar at Philadelphia, as the *Wabash* came in and went out, crossing the bar. It is contended in Europe that heavy draught vessels are almost useless, the *Great Eastern* has hardly one dock in England to which she can go. The vessels of our own navy, the monitors of the *Pascale* class, draw only eleven and a half feet of water; the wooden iron-clad coast steamers and blockading vessels only twelve feet. The *New Frigates*, the greatest success of Philadelphia, draw sixteen feet of water, while the French *Gloire* draws twenty-eight, and the British *Warrior* twenty-seven, and they have fifteen vessels drawing twenty-six, twenty-five, and twenty-four feet, respectively. These could not follow where our vessels can go, up the Delaware. Still another advantage.

Mr. Speaker, as has been well said, Pennsylvania is rich in her mineral resources. I do not care to go into an examination of our mineral resources, or to repeat what has been so well illustrated. She manufactures fifty millions worth of iron a year. She sends to market, principally through Philadelphia, almost untold amounts of coal. Her forests abound. Her fresh water is there. Philadelphia has shown herself more worthy than to have a just and handsome offer thrust aside without cause. I would not speak of her resources during the war, for all have a noble part equally in it. It is no discredit that the place from which my friend comes has only twelve thousand population, while we have near seven hundred thousand, and sent one hundred thousand troops to the front. But there were good deeds done in Philadelphia, not yet forgotten by our soldiers who passed through it, which might well make gentlemen pause who contemplate a refusal or postponement of the request made by her for naval and national purposes.

We have the iron, coal, wood, oil, fresh water, defensibility, skilled labor; all the requisites; more, we believe, than can ever be found combined elsewhere. At least let us not have a drawback to our success, nor bring a single regret if by this our gift to the city where liberty was first proclaimed to the nations shall become one of the chosen spots where it may be defended in all coming time.

COAL. ONE TRIAL SECURES YOUR CUSTOM. WHITNEY & HAMILTON, LEHIGH, SCHUYLKILL, AND BITUMINOUS COAL.

No. 935 North NINTH Street, Above Poplar, East Side. JAMES O'BRIEN, DEALER IN LEHIGH AND SCHUYLKILL COAL. BY THE GARGO OR SINGLE TON. Yard, Broad Street, below Fitzwater.

Has constantly on hand a competent supply of the above superior Coal, suitable for family use, to which he calls the attention of his friends and the public generally. Orders left at No. 206 South Fifth street, No. 32 South Seventh street, or through Dispatch or Post Office, promptly attended to. A SUPERIOR QUALITY OF BLACKSMITHS' COAL. 7 1/2 cts.

BENDER'S COAL AND ICE DEPOT, S. W. CORNER OF BROAD AND CALLOWHILL STREETS. Offers the celebrated West Lehigh Coal from the Greenwood Colliery, Stone, Egg and Heater size \$7.50; Nut and Egg size \$7.00; the very superior Schuylkill Coal, Nut and Egg size \$7.00. All coal warranted and taken back free of expense to the purchaser, if not as represented. Also, the best fuel tested in no trial weight. 216 1/2 cts.

MILLWARD & WINEBRENER. WM. MILLWARD, D. S. WINEBRENER. MACHINERY AND MANUFACTURERS' SUPPLIES, No. 118 MARKET Street, PHILADELPHIA, PA. AGENTS FOR THE SALE OF Cotton and Woolen Machinery, Dealers in Manufacturers' Supplies of every description. Oak Tanned Leather Belting, AND MACHINE CARD CLOTHING. Of best quality and manufacture. [425 8m]

ROBERT SHOEMAKER & CO. WHOLESALE DRUGGISTS, MANUFACTURERS, IMPORTERS, AND DEALERS IN Paints, Varnishes, and Oils, No. 201 NORTH FOURTH STREET #16 1/2 N. E. CORNER OF RACE

WALL PAPER AND WINDOW SHADES, and Blinds—Fine assortment always on hand. Also Preventive of Damp Wall in Dwellings. Paper Hangers extra at all parts of the country. H. A. BURTON, 519 1/2 N. E. 115 N. FOURTH STREET, ABOVE ARCH. WALL PAPER AND WINDOW SHADES, and Blinds—Fine assortment always on hand. Also Preventive of Damp Wall in Dwellings. Paper Hangers extra at all parts of the country. No. 707 SPRING GARDEN ST. OUBERT GOVERNOR—CLYMER OR QUARRY, as may be chosen—together with the EVENING TELEGRAPH, NEW YORK CLIPPER, Etc. may be obtained at WHOLESALE. 13 C. mer of SEVENTH and CHESTNUT STREETS. THREE GENERAL AGENTS WANTED! TO act in mercantile applications for the New York Accident Insurance Company. Activeness of good address, apply to FRANK C. ALLEN, Branch Office, No. 4, CHESTNUT STREET. Apply Secy.

WATCHES, JEWELRY ETC. LEWIS LADOMUS, DIAMOND DEALER & JEWELER, WATCHES, JEWELRY & SILVER WARE, WATCHES AND JEWELRY REPAIRED, 802 Chestnut St., Phila.

Owing to the decline of Gold, has made a great reduction in price of his large and well assorted stock of Diamonds, Watches, Jewellery, Silverware, Etc. The public are respectfully invited to call and examine our stock before purchasing elsewhere. 2 1/2

SILVER AND PLATED GOODS, OF THE Most Superior Workmanship, AT THE NEW STORE, No. 704 ARCH STREET.

The undersigned (late of the famous Rogers' Bros. Manufacturing Company) respectfully announces that they have opened a new and beautiful store for the sale of SILVER and PLATED WARE, at No. 704 ARCH Street. Our long experience as manufacturers enables us to keep nothing but first-class Goods, and those who may have any orders will find our goods far superior to any ever imported, and our customers may rely on the goods being precisely what they are represented to be. BOWMAN & LEONARD.

WATCHES, JEWELRY, & CO. MUSICAL BOXES. A full assortment of above goods constantly on hand at moderate prices—the Musical Boxes playing from 2 to 10 hours in Air.

FARR & BROTHER, Importers, No. 224 CHESTNUT STREET, Below Fourth.

G. RUSSELL & CO., No. 22 North SIXTH St., INVITE ATTENTION TO THEIR FULL STOCK OF FINE WATCHES, JEWELRY, AND FANCY AND PLAIN SILVER WARE OF EVERY DESCRIPTION. (3 1/2)

RICH JEWELRY JOHN BRENNAN, DEALER IN DIAMONDS, FINE WATCHES, JEWELRY, Etc. Etc. Etc. No. 18 S. EIGHTH STREET, Philada.

GROCERIES. TEAS REDUCED TO \$1. at INGRAM'S Tea Warehouse, No. 418 SECOND Street. ROASTED COFFEE REDUCED TO 40 CTS. at INGRAM'S Tea Warehouse, No. 418 SECOND Street.

40 C. BEST MILD COFFEE, at INGRAM'S Tea Warehouse, No. 418 SECOND Street. TEAS AND COFFEES AT WHOLESALE, at INGRAM'S Tea Warehouse, No. 418 SECOND Street. Try them. GREEN COFFEES FROM 22 TO 28 CTS. at INGRAM'S Tea Warehouse, No. 418 SECOND Street. Try them.

LIQUORS. CHESNUT GROVE WHISKY, No. 225 North THIRD Street. If anything was wanted to prove the absolute purity of this Whisky, which you need not see and find that there is no alcoholic stimulant known commanding such a reputation, Philadelphia, September 9, 1866. We have carefully tested the sample of CHESNUT GROVE WHISKY, which you send us, and find that it contains none of the poisonous substance known as METEOL, which is the characteristic and injurious ingredient of the whisky of James M. D., State Assayer, No. 16 Boylston Street.

NEW YORK, September 9, 1866. I have analyzed a sample of CHESNUT GROVE WHISKY received from Mr. Charles Wharton, Jr., of New York, and find it to be pure and of the highest quality. The fine flavor of this Whisky is due to the pure grain used in its manufacturing. Respectfully, JAMES M. D., State Assayer, No. 16 Boylston Street.

BOSTON, March 7, 1866. I have made a chemical analysis of CHESNUT GROVE WHISKY, which I find to be pure and of the highest quality. The fine flavor of this Whisky is due to the pure grain used in its manufacturing. Respectfully, JAMES M. D., State Assayer, No. 16 Boylston Street.

M. NATHANS & SONS, IMPORTERS OF BRANDIES, WINES, GINS, Etc. Etc. No. 19 North FRONT Street, PHILADELPHIA. MOORE NATHANS, HORACE A. NATHANS, ORLANDO D. NATHANS. 11 1/2m

ESTABLISHED 1795. A. S. ROBINSON, French Plate Looking-Glasses, ENGRAVINGS, PAINTINGS, DRAWINGS ETC. Manufacturer of all kinds of Looking-Glass, Portrait, and Picture Frames to Order. No. 910 CHESTNUT STREET, PHILADELPHIA. 8 1/2

NATIONAL BANK OF THE REPUBLIC, Nos. 809 and 811 CHESTNUT Street. (Organized under the "National Currency Act," March 30, 1863.) A regular BANKING BUSINESS transacted. DEPOSITS received upon the most liberal terms. Special attention given to COLLECTIONS. (6 1/2)